

# STATE IS STRENGTHENED BY HUGHES'S FIGHT UPON RACE TRACKS

Struggle to Suppress Gambling Will Be Bitter and Relentless, with No Quarter Given or Taken on Either Side.

## Table Showing the Value and Profits of the Racing Plants

Racing plants.	Value.	Average Daily Attendance.	Average Daily Receipts.	Over Prizes Paid.	Net Profit.
Sheepshead Bay	\$3,000,000	8,000	\$15,000	\$14,000	\$1,000
Greensward	1,500,000	7,000	12,000	11,000	1,000
Belmont Park	2,000,000	7,000	15,000	14,000	1,000
Belmont Beach	1,000,000	8,000	12,000	11,000	1,000
Saratoga	800,000	5,000	12,000	11,000	1,000
Jamaica	700,000	6,000	14,000	13,000	1,000
Aqueduct	600,000	6,000	14,000	13,000	1,000
Kenilworth Park, (Buffalo)	800,000	5,000	7,500	6,500	1,000
Saratoga Race Course	800,000	5,000	13,000	12,000	1,000

Gov. Hughes has mapped out for himself the hardest fight he has had so far in his public career in attempting to abolish race track gambling in the State of New York. It will be a bitter, relentless fight, with no quarter given or asked on either side, with no trick of the legislative game omitted, and with certain sections of the Penal Code forgotten on one side at least when it comes to obtaining legislative support.

In his message the Governor's recommendation reads much like a command, and this goes out to men who have been affiliated with racing or race tracks for years. It did not take long for the lines to be arrayed, and the war talk arose on both sides before the ink was dry on the extras that told of the State Executive's strong presentment.

Against Gov. Hughes, therefore, to-day are:

The owners of the nine race tracks of the State, which cost about \$11,000,000 and turn in an annual return of from 10 to 15 per cent.

Alongside of them are the owners of thoroughbreds, or men affiliated with them, who represent a \$50,000,000 industry in various portions of the State.

Behind these is an army of 4,000 men, bookmakers and their assistants, track employees and hangers-on, who derive their livelihood from the races.

Behind this distinguished company is still another, made up of lawyers, advisers, agents, and the like, who find their pickings from the sport.

With the lawmakers and lawyers (with some notable exceptions, like Senator McFarren) of the various counties, and municipalities in which racing is conducted. There will be vacant places in these ranks as time wears on.

Following these are the societies that have been clamoring for the abolition of the sport for years. There will be some defections in these ranks before the battle is decided.

Behind these is the strong division of the public whose knowledge of the game and whose interest in it has been gained by reading paragraph after paragraph in the newspapers telling of embezzlements, defalcations and dishonesty brought on by a devotion to the sport of kings as conducted in New York. And then there are the thousands of people who have suffered through the Jockey Club.

The race tracks of New York City are worth more than all the other courses of the United States put together. As a rule they are in the midst of thickly settled communities, and their interior value is far into the millions, would more than make up the cost of the destruction of their lawns, their grandstands, stables, clubhouses and courses.

The racing of New York is under the direct supervision of the Jockey Club, which has been known for years as the commission brought into existence when a way was found of dodging the constitutional provision which forbids race-track gambling. The members of the Jockey Club are all very well known men. It is headed by James H. Wadsworth, with H. K. Knapp and John Sanford as associates.

The Jockey Club, called into existence in 1852 by the desire of owners and trainers, is headed by August Belmont and is a most exclusive body. James R. Keene is vice-chairman of the body and its membership includes men of whom are very rich and powerful in their own right, and the power of the club is absolute over owners, trainers and every other person connected with the sport.

Officially the Jockey Club has never recognized betting on the Jockey Club tracks, although the different associations which own the tracks are compelled to know it as a matter of fact. The members of the Jockey Club are all very well known men. It is headed by James H. Wadsworth, with H. K. Knapp and John Sanford as associates.

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# WITH HIS LASSO BALKS WOMAN'S ATTEMPT TO DIE WILLIAMS ROUTS RYAN IN SEABOARD AIR LINE BATTLE

Deckhand Ropes Mrs. Gorman Who Jumped Into Stream from Ferryboat.

SKIRTS BUOYED HER UP.

On Way to Jersey She Suddenly Decided Life Isn't Worth Living.

Mrs. Margaret Gorman, of No. 10 Fourth street, Jersey City, decided life was not worth the living while crossing from New York to Jersey City on the Pennsylvania Railroad ferryboat.

Washington early today, and pushing her way through a crowd of passengers she ran to the rear of the boat and leaped into the river.

Mrs. Gorman wasn't permitted to drown, however, for her skirts, which were blowing about her, buoyed her up.

She was rescued by a life guard, who pulled her out of the water, and she was taken to the hospital.

She is now recovering from her shock, and is expected to be discharged in a few days.

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New York Magnate Forced to Agree to Receivership Granted by Court.

(Special to The Evening World.)

RICHMOND, Va., Jan. 2.—Judge Pritchard, of the United States Circuit Court, entered a decree to-day naming S. Davies, of Baltimore, and R. Lancaster Williams, of Richmond, as receivers to take immediate possession of the property of the Seaboard Air Line Railroad. The bond of each was fixed at \$100,000.

The receivership, it is stated here, means that control of the property will pass back into the hands of John Skelton Williams, the principal minority stockholder.

It is held that Thomas F. Ryan, wearing and harried by the persistent aggressive policy of the Williamses, made a complete surrender, and that the receivership proceedings were prearranged by mutual agreement.

Long Quest for Judge.

This seems borne out by the fact that the application for the receivership was made by the company itself, and not by either faction in the concern.

Receiver Williams is a brother of John Skelton Williams, the minority leader, and was named as receiver in a representative of the Ryan-Blair party, which holds a controlling interest in the Seaboard.

Williams and Ryan joined in asking for the receivership for the railroad, such action being agreed upon at a meeting held by both factions in Washington yesterday. The first application was made yesterday to Federal Judge Wadsworth at Richmond, but he referred the lawyers to Judge Pritchard.

Samuel Untermyer, who prepared the legal papers, went then to Danville to see Judge Pritchard, but missed him until 2 o'clock this morning. Mr. Untermyer was on a special train, and while waiting at the station he learned that the petition had not been presented to him. It was suggested that he hold court on the train as it carried the party to Richmond.

The petition claims the company is unable to meet its obligations because of legislation affecting it passed in South Carolina and the financial depression.

The Seaboard is said to be behind in its payment of wages and its men are loudly complaining. Many clerks and other employees will be laid off.

Financial men are not surprised at the receivership, for the company was known to be pushed for money. It has outstanding \$2,835,000 preferred stock and \$57,000,000 common. Its capitalization and bonded debt exceeds \$100,000,000.

It owns 2,082 miles of line from Richmond and Portsmouth, Va., to Tampa, Fla. A holding concern, the "Seaboard Company," capitalized at \$72,000,000, manages its securities.

Former President Williams tried last June to dissolve the holding company, but failed.

By the decree the receivers are empowered to sell the property of the company, to pay such rental as may become due, purchase cars, etc., and pay for labor and supplies, but not for any other purpose without an order of the court having primary jurisdiction.

They are ordered to pay forthwith all instalments and interest that was due and payable on Jan. 1, 1907, on all contracts, equipment certificates and all coupons and interest maturing Jan. 1, 1908, on the first mortgage bonds of the Seaboard Air Line and embraced roads, such as the Raleigh and Gaston, Raleigh and Augusta Air Line, the Georgia, Carolina and the Consolidated mortgage bonds of the Seaboard.

BALTIMORE, Jan. 2.—R. Lancaster Williams and S. Davies Wadsworth, who were appointed receivers of the Seaboard Air Line Railroad at Richmond yesterday, are expected to take office in New York today.

Mr. Williams is a member of the banking house of Middlebrook, Williams & Co., and is a director of the Seaboard, which was chosen by the majority stockholders in the property, while Mr. Wadsworth will look after the affairs of a considerable number of banks in the city.

His brother, John Skelton Williams, of Richmond, is also a director of the Seaboard.

Will Benefit Bondholders.

The effect of the receivership for the Seaboard Air Line will have a far-reaching effect in the city, where the securities of the company are more largely held than in any other city in the United States.

The property since it has been mortgaged to the Seaboard, the value of the property is out of the question in the opinion of the bondholders.

Baltimore bankers declare that there is no necessity for nervousness on the part of the bondholders over the receivership, for the company is a well-known one, and its securities are well known.

One of the assets of the Seaboard is the Baltimore Street Packet Company, which is well known as the Old Bay Line. The operations of this line, it is said, will not be affected by the receivership.

Want Third Receiver.

An effort is being made by bondholders independent of the Williams receivers to secure representation in the receivership, and they are urging Governor Obier, a banker of Baltimore, to be named as a third receiver.

A third receiver, Attorney Edwin G. Brown, of the city, is also being urged to be named as a third receiver.

Local officials, went to Richmond to urge the court to appoint Mr. Obier to act with Messrs. Wadsworth and Williams.

Metropolitan Defaults.

The quarterly rental, which was due on the three leased lines of the Metropolitan Street Railway Company, has been defaulted. These include the rental on the stock of the Broadway and Seventh Avenue Railroad Company, the Eighth Avenue Railroad Company and the Sixth Avenue Railway Company.

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# SETS HERSELF ON FIRE LOOKING FOR HER DOLLIE RICH, BUT 85 AND GETTING BLIND, SHOOTS HIMSELF

Four-Year-Old Nanina Leone Inhales Flames and Quickly Dies.

When Mrs. Mary Leone, the wife of James C. Leone, a well-to-do contractor, left her home at No. 106 Richardson street, Jersey City, to-day, she took with her her four-year-old daughter Nanina.

At the store Nanina told her mother she wanted to run back to the house to get her dollie. It is presumed that, falling to find the doll, the child secured loose matches from the kitchen and going to a rear bedroom on the second floor, lit one of the matches and stepped down to look under the bed.

Mrs. Leone, returning from market with her arms full of bundles, heard a scream as she came up the steps. She dropped the parcels and broke into the room. Little Nanina was on the floor, her body with her garments all alight. The bed coming had also ignited.

With the child in her arms Mrs. Leone rushed into the street. Neighbors extinguished the flames in her clothing and in the clothing of the child and carried them into a drugstore near by. Nanina had inhaled flames and died almost immediately. The mother's face, throat and hands were badly burned.

Engine Company No. 22 extinguished the fire in the bedroom.

SCHOOLBOY KILLED UNDER TRUCK WHEELS.

Nine-Year-Old "Peanuts" Beniger Almost Cut in Half While Hurrying Home.

Nine-year-old Johnny Beniger, familiarly known as "Peanuts," was instantly killed yesterday morning when he was run over by a truck owned by Ward & Jacobs and driven by Joseph Jacobs, of No. 124 East One Hundred and Seventh street. The boy was hurrying home from school.

He was the only son of Paul Beniger, of No. 385 Hudson street, and got his nickname from the fact that he was a great eater of peanuts.

He was on his way home from school when he was run over by a truck owned by Ward & Jacobs and driven by Joseph Jacobs, of No. 124 East One Hundred and Seventh street. The boy was hurrying home from school.

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